

25X1A

TO: Approved For Release 2002/07/30 : CIA-RDP75B00285R000300180011-8

FROM:

25X1A

SUBJECT: Maximum Emergency  
TemperatureDATE: October 23, 1962

Reference: Your letter dated 10-15-62

Our normal Indoctrination Program had been established to expose subjects to a 500°F wall temperature for a period of fifteen minutes after stabilization. This has resulted in some subjects being exposed to this maximum temperature range for as long as twenty minutes due to the build-up time experienced.

As a result of these tests with our latest subjects, we have experienced deformation of the sun visor, plus some deformation of the helmet.

Due to the sun visor deformation we have changed the configuration to a sacrifice type unit for easily discarding same.

On our last run we maintained a wall temperature of 450°F for five minutes with no apparent helmet damage.

The ambient air temperature at the helmet reached 280°F. All vent was off.

At no time did the subjects claim to be unbearably hot; somewhat uncomfortable, but still able to proceed with some limited activity for an undetermined time.

It was for this reason that we requested a more definite number for the emergency temperature that could be expected.

Our current plans are to run the tests at 500°F maximum wall temperature for five minutes unless another temperature is provided.

This will not cause us to damage any helmets and still expose the subjects to a high heat emergency condition.

25X1A

Project Manager

25X1A

TO:

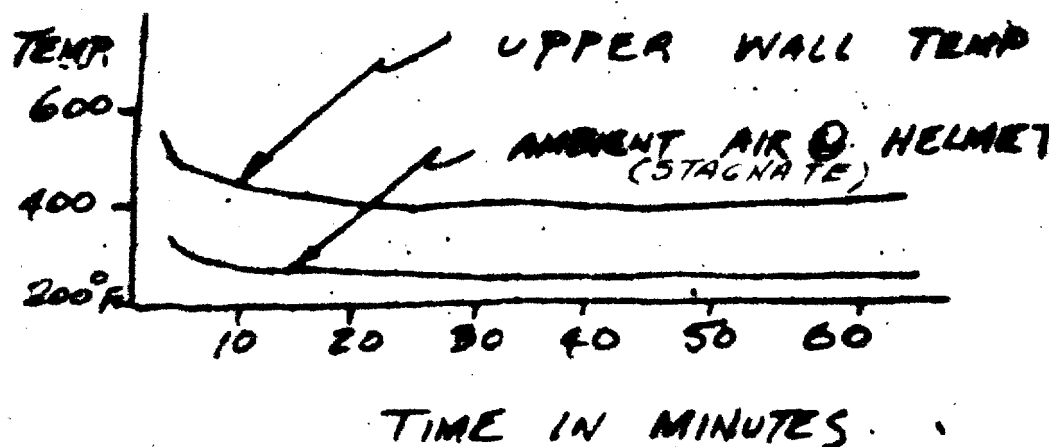
FROM:

DATE: OCT 15, 1962

AS I HAVE SUGGESTED TO

25X1A [REDACTED] SINCE WE CANNOT  
GIVE YOU A MAXIMUM EMERGENCY  
TEMPERATURE, IT WILL BE OF INTEREST  
TO KNOW WHAT MAXIMUM TEMPERATURE  
CAN BE TOLERATED BY THE SUIT AND  
CREW MEMBER.

I WOULD SUGGEST THAT THE  
DATA BE COMPILED AS FOLLOWS:



25X1A

September 19, 1962

25X1A

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25X1A

Attention: 

Subject: Final color scheme for our Parachute Canopies

Dear 

The final color scheme of the parachute canopies for our program has been resolved.


The first stage canopy will be all white. The main canopy will be colored as follows:

Blow out cap - White  
Top Section 2.2 oz. material - White  
Remainder - Three equal radial sections of white,  
olive drab and orange  
Suspension Lines Main Canopy - Olive drab

Any future deliveries should be made to this configuration.  
Forward me two (2) copies of your drawing on this item.

Very truly yours,

THE FIREWEL COMPANY, INC.



25X1A

25X1A

TO:                     

FROM:                     

25X1A

DATE: August 15, 1962

Dear Harry,

Just a reminder that we require the parachute color required for production hardware. This will apply both to the first and second stage parachutes. I am holding up production of the canopies pending a decision on color and the final material planned for the main canopy.

Congratulations on the success at El Centro. I wish I had been able to be on the ground to greet you.

Yours truly,

25X1A

ACB/s

March 13, 1962

25X1A

Dear Ed,

25X1A

As discussed in our telephone conversations the past two days, we would like [ ] to build 8 additional 35 foot main canopies. These canopies will be used on the test program being conducted at El Centro. Four canopies are to have standard 1.1 ounce fabric throughout; four canopies to have 2.25 ounce fabric in the top portion (approximately 27" down from vent), all else to be standard 1.1 ounce.

Both styles of canopies are to include the puckered vent, heavier bridle and the pilot chute will be strengthened to retain the spring. Also, if practical, the quarter bags will be revised to include the gussets requested by [ ]

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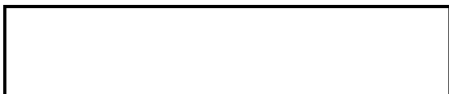
25X1A

25X1A

As we discussed yesterday, [ ] relayed information to the effect that the main lift web had been weakened by about 3,000 pounds when the grommets were installed on the packs shipped in the past two weeks. These grommets and their location were requested by [ ] in an attempt to simplify and smooth out the rear surfaces of the pack. As has been reported to me, He specifically requested one at each of the top corners of the mechanical pans where the main lift web crosses the edge of the pan. [ ] reported that simulating this condition reduced the tensile strength of the same type webbing from 8400 pounds without grommets to 5400 pounds with grommets. Therefore the test jumpers at El Centro have refused to jump with the 2 packs made with the grommet holes so located. The first two operational packs have the same condition. Please make four more packs which will replace the four units mentioned. These will be packs only -- no canopies will be required, nor will we make new

Continued . . .

25X1A



March 13, 1962

Page -2-

pans when these packs are delivered. The canopies and pans will be switched from the existing items. These packs are to be made in the latest configuration omitting the 2 grommets at the top corners of the mechanical pans.

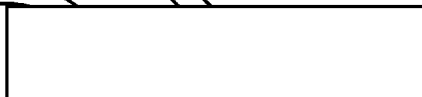
These 4 packs appear to be a loss we could have avoided had we been given more time to consider some of the requested changes. However, I am told that they can be used for dummy tests at El Centro.

25X1A

I have received [redacted] letter of February 8. It was evidently mailed on from Buffalo to El Centro and has just now caught up with me. I will consult with our [redacted] to determine steps he wishes us to follow in revising the contractual coverage on this program. 25X1A

Very truly yours,

THE FIREWEL COMPANY, INC.



25X1A

RFZ:jc

25X1A

cc: [redacted]

November 28, 1961

25X1A

25X1A

Attention:

Dear Ed:

As discussed in several telephone conversations last week, the quantities agreed upon in the meeting at Firewel November 17 are still firm. We have had no cause to change them, and they are as follows:

- 6 complete rigs (with 60-inch drogues)
- 2 complete spare rigs (with 60-inch drogues)
- 4 spare drogue packs (with 60-inch drogues)
- 7 spare main canopies (three of these are from the truck tests)
- 12 78-inch drogue canopies (six in containers)
- 15 extra seat slings
- 50 spare drogue pilot chutes, deployment bags and bridles
- 50 spare ejection discs

Firewel will supply:

- 6 manual drogue and 6 manual main deployment housings and ripcord assemblies
- 15 green apple housings
- 15 manual drogue riser cable housings
- 15 arming cable housings

A minimum of 6 each of other cable housings will be supplied plus additional hardware necessary to support the program.

Firewel will also supply the manual cable housing for main and drogue deployment in accordance with the conversation between

25X1A

Continued

25X1A



November 28, 1961

Page 2

Enclosed are copies of the photographs taken on November 17 which show principally the misalignment of the seat kit attach strap and the meeting harness ring. [redacted] and [redacted] have agreed upon a reasonable solution which involves a minor change in the location and mounting of the ring on the parachute harness.

25X1A

[redacted] is operating under an out-dated contract which essentially does not cover you on the work done over the past year. I discussed with [redacted] the possibility of cancelling your present contract and rewriting one that gives you better coverage for the development phase of the program. I would like to have your reactions on this as well as comments from your [redacted]. I believe if you read over the old purchase order, you will agree that it is somewhat outdated.

We have postponed the test start date one week to December 11 to give us more time to get the equipment in shape. [redacted] talked to [redacted] about this today.

Very truly yours,

THE FIREWEL COMPANY, INC.

RFZ:jcc

Enclosures (Photographs)

cc: [redacted]

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